

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number _____ Page _____

SUPPLEMENTARY LISTING RECORD

NRIS Reference Number: 91001562 **Date Listed:** 10/29/91

Tradewinds Kingfisher (Cruiser)
Property Name

Lincoln **OR**
County **State**

N/A
Multiple Name

This property is listed in the National Register of Historic Places in accordance with the attached nomination documentation subject to the following exceptions, exclusions, or amendments, notwithstanding the National Park Service certification included in the nomination documentation.

for Antoniotta Rice
Signature of the Keeper

10/31/91
Date of Action

=====
Amended Items in Nomination:

Classification: The Category of Property is changed to structure.

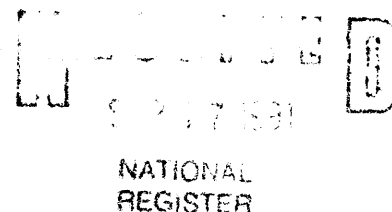
Statement of Significance: The Applicable National Register Criteria includes A.

This information was confirmed with Elisabeth Potter of the Oregon state historic preservation office.

DISTRIBUTION:

National Register property file
Nominating Authority (without nomination attachment)

1562

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Registration Form

This form is for use in nominating or requesting determinations of eligibility for individual properties or districts. See instructions in *Guidelines for Completing National Register Forms* (National Register Bulletin 16). Complete each item by marking "x" in the appropriate box or by entering the requested information. If an item does not apply to the property being documented, enter "N/A" for "not applicable." For functions, styles, materials, and areas of significance, enter only the categories and subcategories listed in the instructions. For additional space use continuation sheets (Form 10-900a). Type all entries.

1. Name of Property

historic name Charter Sport Fishing Cruiser Tradewinds Kingfisher
other names/site number _____

2. Location

street & number Port of Depoe Bay Boat Basin N/A not for publication
city, town Depoe Bay N/A vicinity
state Oregon code OR county Lincoln code 041 zip code 97341

3. Classification

Ownership of Property	Category of Property	Number of Resources within Property	
<input checked="" type="checkbox"/> private	<input type="checkbox"/> building(s)	Contributing	Noncontributing
<input type="checkbox"/> public-local	<input type="checkbox"/> district	_____	_____ buildings
<input type="checkbox"/> public-State	<input type="checkbox"/> site	_____	_____ sites
<input type="checkbox"/> public-Federal	<input type="checkbox"/> structure	_____	_____ structures
	<input checked="" type="checkbox"/> object	<u>1</u>	_____ objects
		<u>1</u>	<u>0</u> Total

Name of related multiple property listing: N/A
Number of contributing resources previously listed in the National Register N/A

4. State/Federal Agency Certification

As the designated authority under the National Historic Preservation Act of 1966, as amended, I hereby certify that this
☒ nomination ☐ request for determination of eligibility meets the documentation standards for registering properties in the National Register of Historic Places and meets the procedural and professional requirements set forth in 36 CFR Part 60. In my opinion, the property ☒ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

James M. Hamrick
Signature of certifying official

August 15, 1991
Date

Oregon State Historic Preservation Office
State or Federal agency and bureau

In my opinion, the property ☐ meets ☐ does not meet the National Register criteria. ☐ See continuation sheet.

Signature of commenting or other official

Date

State or Federal agency and bureau

5. National Park Service Certification

I, hereby, certify that this property is:

- ☒ entered in the National Register.
☐ See continuation sheet.
☐ determined eligible for the National Register. ☐ See continuation sheet.
☐ determined not eligible for the National Register.

- ☐ removed from the National Register.
☐ other, (explain:) _____

Autawicki A. Cee

10/29/91

for Signature of the Keeper

Date of Action

6. Function or Use

Historic Functions (enter categories from instructions)

~~Transportation/water-related:~~ boat

Current Functions (enter categories from instructions)

~~Transportation/water-related:~~ boat**7. Description**

Architectural Classification

(enter categories from instructions)

N/A

Materials (enter categories from instructions)

foundation N/A

walls N/A

roof N/A

other hull: wood planking

keel and beams: wood

trim: wood

Describe present and historic physical appearance.

**United States Department of the Interior
National Park Service**

**National Register of Historic Places
Continuation Sheet**

Section number 7 Page 1

The vessel "Tradewinds Kingfisher" is as always, moored in the boat basin in Depoe Bay, Oregon where the Kingfisher has had residency since 1941 upon completion, except for four years when she served in World War II as a patrol and boarding vessel from Coos Bay, Oregon to the Columbia River from December 1941 to 1946.

The classic features and appearance of the Kingfisher remain unchanged since her launch and maiden voyage in June of 1941, from her birthplace in Portland Oregon, at the Jantzen Beach area. The Kingfisher is still in full service as a passenger-carrying ocean charter fishing, whale watching and scenic cruise vessel as flagship, and fore-runner of the Tradewinds fleet in Depoe Bay Oregon.

Elegantly afloat dockside donning her red, white, and blue colors in classic fashion, this sleek work of art became state of the art design and was the proto-type for other passenger carrying sportfishing vessels in the late 1940's. The west coast district of the United States Coast Guard #13, used the construction of the Kingfisher as a model on which to base criteria for like-kind vessels in the region.

The Kingfisher is documented to be 46 feet in length and is 50 feet overall. Her beam is 12.5 feet and a draft of 3.5 feet. A solid wooden ship from the keel to the top of the mast. The hull is planking built of white Port Orford Cedar 1.5 inches fastened to 1.5 x 2 inches bent oak frames spaced 10 inches apart. Beams are made of 1.5 x 2 inch fir spaced 10 inches apart. The vessel was fastened with everdure bronze screws and is caulked with cotton and oakum. Trim and brightwork is of mahogany and cap and rubrails are iron bark.

Tradewinds Kingfisher was built in Portland, Oregon by Mr. Werner Albertson, shipwright in charge at Westerlund boat and machine works, from a sketch drawn by Stan Allyn, who founded Tradewinds Trollers in 1938, and is still the owner of the Kingfisher and Tradewinds. Westerlund boat works was located at the Columbia Slough, across from Jantzen Beach. The keel was laid on December 28, 1940.

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 7 Page 2

Designed to be the ultimate passenger-carrying sportfishing vessel, the Kingfisher boasts a spacious railed foredeck with a pulpit extending over the open water beyond the bowstem. Her large wheel house finished and trimmed in mahogany, full galley and 4 bunks with head facilities located below foredeck in the focsle. Two navigation stations, one in the wheelhouse mid-ship, and a flying bridge on the aft deck.

When built, she was powered by twin Chrysler Royal straight eight cylinder engines and was capable of making in excess of 14 knots. Standard available navigation equipment consisted of a magnetic compass, and a two-channel radio with a direction finder.

The brightwork, including the wheelhouse sides were all naturally finished and varnished until the Kingfisher went to war, when she was completely painted battleship gray only six months after she was launched into her career as a pleasure giving vessel for deep sea anglers from the "World's Smallest Natural Harbor," Depoe Bay.

Because it was a model for Northwest boat builders, many post war charter vessels appeared in Depoe Bay bearing strong resemblance. Typically, they were smaller versions of the Kingfisher.

The main, prominent features of the vessel include the outrigger poles used for sportfishing projecting skyward resting against the crosstree attached to the original 25 foot mast with the crow's nest still intact and colorful signal flags flying from the lanyards. The flying bridge, which is still a state of the art, is unique in this design as it incorporates the windshield with the side railing along the gunwhales and transom on the afterdeck.

She was repowered with twin diesels in the late 1950's and with the exception of unnoticable alterations and additions of needed equipment, she appears and performs just as she did 50 years ago. The Kingfisher undergoes a full inspection by the United States Coast Guard every 18 months and was recently deemed a completely safe and extremely sound vessel.

A pioneer in ocean charter fishing vessels, the Kingfisher has over the years introduced generations of people from all over to a now-thriving industry of Deep Sea Fishing and Ocean Cruising adventures.

8. Statement of Significance

Certifying official has considered the significance of this property in relation to other properties:

☐ nationally ☐ statewide ☒ locally

Applicable National Register Criteria ☐ A ☐ B ☒ C ☐ D

Criteria Considerations (Exceptions) ☐ A ☐ B ☐ C ☐ D ☐ E ☐ F ☐ G

Areas of Significance (enter categories from instructions)

Maritime History

Transportation

Architecture (naval)

Period of Significance

1941

Significant Dates

1941

Cultural Affiliation

N/A

Significant Person

N/A

Architect/Builder

Ally, Stanley, designer

Albertson, Werner, builder/shipwright

State significance of property, and justify criteria, criteria considerations, and areas and periods of significance noted above.

☒ See continuation sheet

9. Major Bibliographical References

Allyn, Stanley, Top Deck Twenty, author, 1989.

Board of Marine Underwriters of San Francisco, Inc., survey report on Tradewinds Kingfisher, March 15, 1945.

Newport News-Times, April 22, 1971. 30th anniversary observed.

Lincoln City News-Guard, June 25, 1981. 40th anniversary observed.

Salem Statesman-Journal, May 17, 1991; June 27, 1991. 50th anniversary observed.

Previous documentation on file (NPS):

- ☐ preliminary determination of individual listing (36 CFR 67) has been requested
- ☐ previously listed in the National Register
- ☐ previously determined eligible by the National Register
- ☐ designated a National Historic Landmark
- ☐ recorded by Historic American Buildings Survey # _____
- ☐ recorded by Historic American Engineering Record # _____

☐ See continuation sheet

Primary location of additional data:

- ☐ State historic preservation office
- ☐ Other State agency
- ☐ Federal agency
- ☐ Local government
- ☐ University
- ☐ Other

Specify repository: _____

10. Geographical Data

Acreeage of property less than one Depoe Bay, Oregon 1:24000

UTM References

A 10 416280 4962140
Zone Easting Northing

C

B
Zone Easting Northing

D

☐ See continuation sheet

Verbal Boundary Description The nominated property is located in NW $\frac{1}{4}$ NE $\frac{1}{4}$ Section 8, Township 9S, Range 11W, Willamette Meridian, in the Port of Depoe Bay boat basin, in Lincoln County, Oregon. The charter sport fishing cruiser is permanently moored at the innermost berth on the south side of the northernmost longdock extending at a right angle from the public docks parking area of the inner harbor. The berth (no. 120) is about equidistant from the south edge of Elsie Street, extended, and the north edge of Winchell Street, extended, and is approximately 150 feet westerly of the west lot ☐ See continuation sheet lines of Block 5, Bay Addition to Depoe Bay.

Boundary Justification

The nominated property is a charter sport fishing cruiser that during half the year (April-September) is moored on the harbor side of the north abutment of the Depoe Bay Bridge of U.S. Highway 101 (Oregon Coast Highway). For purposes of establishing a fixed point location, the vessel is nominated at its permanent winter berth at the inner harbor, described above.

☐ See continuation sheet

11. Form Prepared By

name/title Daniel C. Zimmerman

organization _____ date December 2, 1990

street & number PO Box 519 telephone (503) 765-2860

city or town Depoe Bay state Oregon zip code 97341

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1A

SUMMARY

The charter sport fishing cruiser Kingfisher, flagship of the Tradewinds fleet, occupies two moorages at Depoe Bay on the central Oregon coast. From late spring to early fall, the Kingfisher is moored at the seaward end of the Tradewinds dock at the northwest corner of the small natural harbor, where it is virtually under the shadow of the concrete-arch Depoe Bay bridge on the Coast Highway, or U. S. 101. During severe winter weather, the Kingfisher and other vessels from the Tradewinds mooring dock are moved to permanent berths in the inner harbor.

The significance of the vessel in the context of Oregon maritime history lies in its design in 1940 by its owner, the proprietor of the Tradewinds sea charter enterprise, Captain Stanley Allyn. Captain Allyn founded his business in 1938 and has been a booster and promoter of Depoe Bay and its sport fishing and ocean cruising industry ever since. He is the author of two popular books, Heave To; You'll Drown Yourself, brought out in 1982, and Top Deck Twenty, published in 1989, based on his career of over fifty years on Northwest coastal waters.

The Kingfisher, with its 46-foot hull and aerodynamically modeled bow, its well-equipped wheelhouse and flying bridge, was constructed entirely of wood--principally oak and Port Orford cedar. It was constructed to Captain Allyn's specifications at the Westerlund boat and machine works on Jantzen Beach Slough in Portland by the shipwright Werner Albertson. At the time of its launching in 1941, it was considered state-of-the-art design for a passenger-carrying sport fishing vessel. It was to become in the post war era, in 1958, the prototype on which the U. S. Coast Guard Thirteenth District based its inspection criteria for ocean charter vessels. Although the Kingfisher was the model for a spate of construction for charter fishing fleets in Lincoln and Lane counties in the later 1940s, its railed foredeck, cantilevered as a pulpit over the bowstem, and the outrigger poles at rest against the crosstree of the 25-foot mast make the Kingfisher a distinctive sight even today. Originally powered by twin Chrysler Royal eight-cylinder gasoline engines, the cruise vessel was repowered with twin diesels in the late 1950s. Essentially, the alterations and replacements have been confined to equipment. In both substance and silhouette, Kingfisher conveys the appearance she did 50 years ago. It should be noted that Captain Allyn, a living designer of

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number 8 Page 1B

a nominated object, has long since ceased any active role in designing cruise vessels.

Significant under National Register Criterion C, with its period of significance limited by the 50-year rule to the act of its design and construction, Kingfisher nonetheless has an interesting history of use in its early years, when the world was at war. She was brought to Depoe Bay in July, 1941 and commenced her career as a charter vessel for salmon fishermen. In October, when the threat of Japanese invasion curtailed tourism on the coast, Kingfisher's captain turned to commercial fishing. Immediately following the attack on Pearl Harbor in December of that year, she was volunteered to the United States Coast Guard and manned for the duration as a patrol and boarding vessel. She covered the coastline from the mouth of the Columbia at Astoria to Coos Bay on the southern Oregon coast. At the end of the war, Kingfisher was released from active duty, rerigged for charter fishing, and returned to Depoe Bay in the spring of 1946. The hull's original mahogany finish, which had been camouflaged, was necessarily overpainted white with red and blue trim, which has remained the traditional treatment to the present day.

United States Department of the Interior
National Park ServiceNational Register of Historic Places
Continuation SheetSection number 8 Page 2

The charter vessel Tradewinds Kingfisher is a unique maritime artifact located in Depoe Bay Oregon, where she remains in full service for her intended use when built a half century ago. Originally built for passenger-carrying ocean sportfishing and cruising, the Kingfisher was also in active duty during World War II as a patrol and boarding vessel for four years. The following discussion will explain the significance of the Kingfisher and its contributions to **Pacific Northwest maritime history.**

The Tradewinds Kingfisher was the first example of a once common but now vanished type of vessel that formed the backbone of the passenger-carrying ocean sportfishing industry in the Pacific Northwest. The design for the Kingfisher came from a sketch drawn on butcher paper by owner Stanley Allyn, and construction began in December 1940 by Werner Albertson, shipwright in charge at Westerlund Boat and Machine Works at the Jantzen Beach Slough in Portland Oregon. This design was to become state of the art for decades to come, and the quality of construction made the Kingfisher the model for the United States Coast Guard required criteria for all inspected passenger carrying vessels in District #13, the **northern Pacific Coast.**

Kingfisher's Early Career

The keel of the Tradewinds Kingfisher was laid in December 1940, and was launched and christened on June 26, 1941. Designed to be the ultimate passenger carrying charter fishing vessel **for an industry in its** infancy stages, the Kingfisher was built from materials of the highest quality of the time and still remains soundly intact and afloat at its moorage in Depoe Bay, Oregon, where it **has been of service to** generations of deep sea sportfishermen. At the time of construction, the Kingfisher's up and running cost was close to \$10,000.00 dollars. This was a major investment on a speculative business which evolved into a major industry on the west coast. The Kingfisher was truly a piece of art, and was the envy of all when it arrived in Depoe Bay in July of 1941. For the remainder of the summer the Kingfisher trolled for

United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 3

Coho and Chinook salmon with boat loads of anglers on the Pacific Ocean.

In October, when tourist traffic diminished, the Kingfisher and its owner turned to commercial fishing in order to produce income to meet and satisfy financial obligations made on its construction. Soupin shark was a attractive fishery at this time due to the high price paid for their liver which brought 20 dollars per pound.

Kingfisher And World War II

While commercial fishing in the late fall months of 1941, the Kingfisher was forced back into port due to building seas. On December 6, 1941 the Kingfisher arrived in Coos Bay, Oregon, when owner and operator Stan Allyn heard of the attack on Pearl Harbor while still on board the Kingfisher. Allyn went from the vessel to the Coast Guard Station Coos Bay and made application and volunteered the use of the Kingfisher to the Guard for as long as it was needed.

The Kingfisher was then converted and painted into a patrol and boarding vessel. Allyn was made a boatswain's mate first class, and together Allyn and the Kingfisher patrolled the Pacific Northwest from Coos Bay to the Columbia River.

For four years the Kingfisher was involved in active duty in the Coast Guard and when the war came to an end it was returned to Allyn, to continue the endeavor for which it was built.

The cost of renewing the Kingfisher back to its original finish became prohibitive and the Kingfisher was then painted red, white, and blue as it remains to this day. It was then rerigged for charter fishing in the spring of 1946 and returned to Depoe Bay.

Post War Kingfisher

Once resuming its operation in carrying passengers to sea for fishing and cruising in 1946, the Kingfisher design was used by other boat builders to produce additional charter fishing vessels that were welcome additions to the Depoe Bay fleet. In 1947 the Siletz boat yard on the Siletz River built two scaled-down versions of the Kingfisher that were 37 foot boats. They were finished and documented "Tradewinds Sportfisher" and "Tradewinds Fleetfisher". Other vessels bearing this design were "Jimco", "Seahawk", "Seafisher", "Michael M", and countless others located in other ports.

**United States Department of the Interior
National Park Service****National Register of Historic Places
Continuation Sheet**Section number 8 Page 4

The charter fishing industry was steadily on the increase and was becoming a very affordable form of family recreation and sport at close reach, just a few hours from most major cities in the Willamette Valley. As more vessels hauled more and more passengers, it became a concern that vessels have adequate lifesaving equipment and be safe and stable construction and suitable for the intended service. The United States Coast Guard was the most likely candidate to head up an operation to inspect passenger carrying vessels, and from 1958 onward, such inspections were enforced by regulation.

Tradewinds Kingfisher, the first of its type, was selected as the model to establish requirements for all vessels documented for carrying passengers for hire.

The criteria that became requisite for all vessels, with few exceptions, were already part of the Kingfisher's original construction. In 1958 at drydock, in Portland, new fuel tanks and additional freeports (scuppers) were added and other minor alterations were made by the Coast Guard which then set the guidelines for their inspections to be made on passenger carrying vessels from then on. This event was of historic value and still continues. The design of charter vessels has changed with the times, the requirements modified somewhat. The Kingfisher, however, remains in its original form and fashion, and still passes its inspections--the inspection patterned from Kingfisher's design and features years ago.

Stan Allyn is the founder of Tradewinds Ocean Sportfishing in Depoe Bay, Oregon. He sailed from Portland in 1938 in his 28 foot converted gill-netter he named "Tradewinds" to Depoe Bay to begin his charter fishing business, which he still owns today. He rapidly expanded his fleet in a few short years, and is responsible for the design of the Tradewinds Kingfisher which set the pattern for charter fishing vessels for many decades. His countless contributions to the small community of Depoe Bay over the years have drawn tourists from all over the world to share and enjoy the beauty and excitement of the Oregon Coast, and more specifically, Depoe Bay, the "World's Smallest Natural Harbor."

United States Department of the Interior
National Park Service

National Register of Historic Places Continuation Sheet

Section number PHOTOS Page 1

Charter Sport Fishing Cruiser Tradewinds Kingfisher
Depoe Bay Boat Basin
Lincoln County, Oregon

Location of negatives: Stanley Allyn
PO Box 123
Depoe Bay OR 97341

- 1 of 13 Historic view, January 1941
Tradewinds Kingfisher hull under construction, Westerlund boat and machine works, Jantzen Beach Slough, Portland, Oregon.
- 2 of 13 Tradewinds Kingfisher on launch day, June 26, 1941, trials on Columbia River.
- 3 of 13 Tradewinds Kingfisher in coastal waters off Depoe Bay, July, 1941.
- 4 of 13 Tradewinds Kingfisher at dock during active service as U. S. Coast Guard patrol boat in Second World War.
- 5 of 13 Tradewinds Kingfisher is service as U. S. Coast Guard patrol boat on Columbia River, Second World War.
- 6 of 13 Tradewinds Kingfisher at conclusion of War, 1945. Stanley Allyn, the cruiser's designer and skipper, atop wheelhouse.
- 7 of 13 Tradewinds Fleetfisher trolling in coastal waters off Depoe Bay. A fleet cruiser modeled after Kingfisher.
- 8 of 13 Tradewinds Kingfisher, Memorial Day, 1951, participating in annual fleet of flowers exercises off Depoe Bay in 10th anniversary year.
- 9 of 13 Tradewinds Kingfisher entering Depoe Bay harbor, July 1961, 20th anniversary year. Looking east from harbor mouth. Depoe Bay Bridge on Oregon Coast Highway in foreground.
- 10 of 13 Tradewinds Kingfisher in permanent berth at public dockside, Depoe Bay inner harbor. Looking east-southeast. Kingfisher occupies innermost berth at far left. Current view, 1991.

United States Department of the Interior
National Park Service

**National Register of Historic Places
Continuation Sheet**

Section number PHOTOS Page 2

- 11 of 13 Tradewinds Kingfisher departing Depoe Bay harbor mouth,
or channel, April 1991.
- 12 of 13 Tradewinds Kingfisher underway on Pacific Ocean off Depoe
Bay, April, 1991.
- 13 of 13 Tradewinds Kingfisher entering Depoe Bay harbor channel,
April 1991.



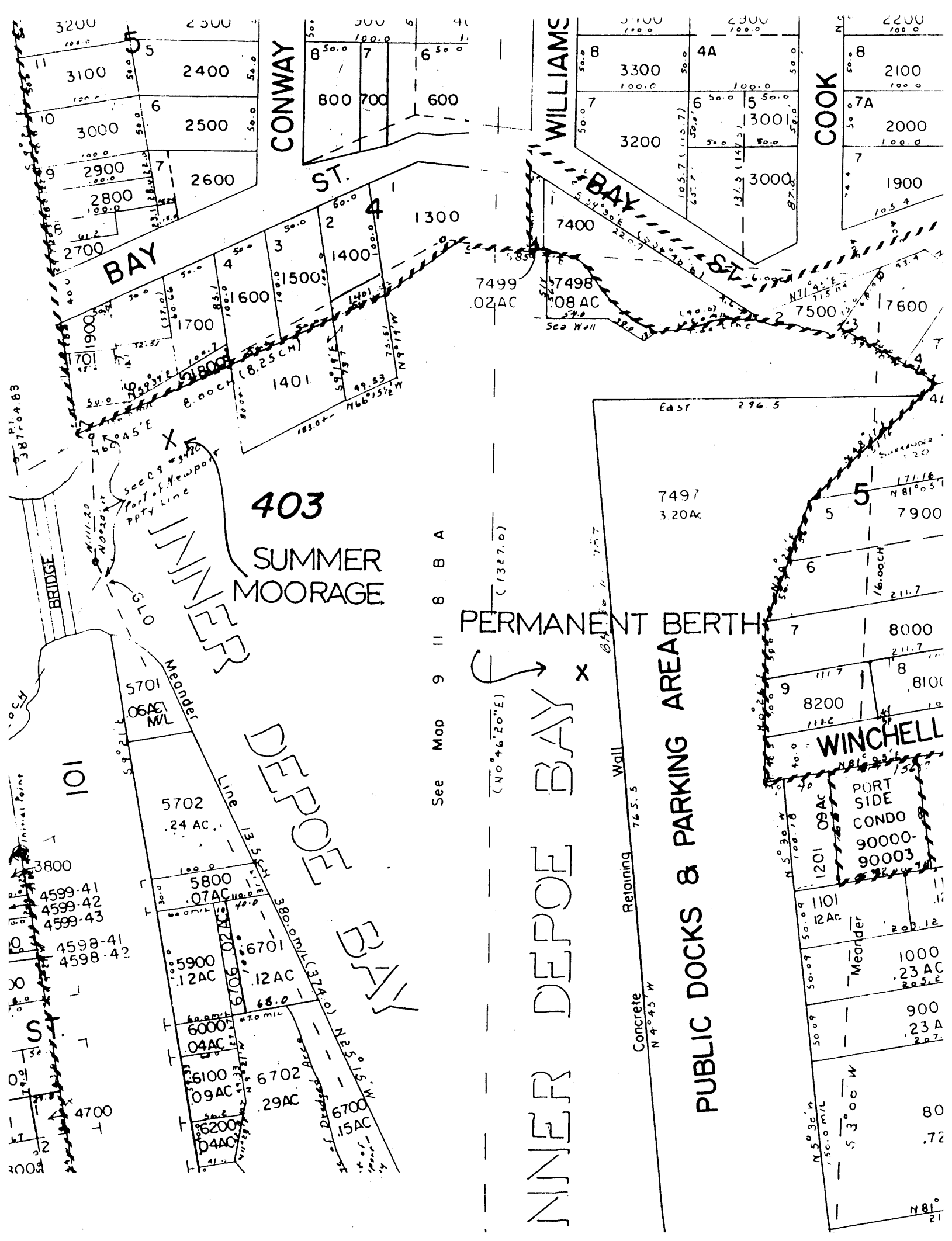
No. 1 Berthing
Sign

MONUMENT NO. 3
East Boundary

USE AS GS BR NO. 1
EL 1487 MLLW

Permanent
Berth

P. No. 1



United States Department of the Interior
National Park Service

National Register of Historic Places
Continuation Sheet

Section number 8 Page 1

TRADEWINDS KINGFISHER (CRUISER)
Port of Depoe Bay Boat Basin
Depoe Bay
Lincoln County, Oregon

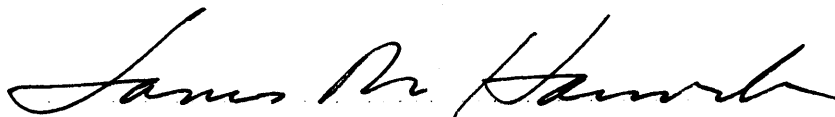
NRIS Ref. No. 91001562

Listing date: 10-29-91

The purpose of this continuation sheet is to note a typographical error in the name of the Architect/Builder given in the the data block at the opening of the statement of significance.

The name of the designer of the charter sport fishing cruiser is Stanley Allyn, not Stanley Ally. The accompanying text, of course, gives the name correctly.

The State Historic Preservation Officer requests that this correction be reflected in the automated data system as well.



James M. Hamrick, Deputy State Historic Preservation Officer

November 12, 1991

United States Department of the Interior
National Park Service

11/19/91

National Register of Historic Places Continuation Sheet

Section number _____ Page _____

TRADEWINDS KINGFISHER (Cruiser) Lincoln County, OREGON

ADDITIONAL DOCUMENTATION APPROVED

Guy M. Rapsley 12/16/91